Recruitment of IA pilots from flying clubs

938. PROF. C. LAKSHMANNA Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the co-pilots of the Indian Airlines are directly rec ruited from flying clubs;

(b) whether these co-pilots have sufficient experience and maturity;

(c) whether there is a demand from the Indian Commercial Pilot s' Association not *to* recruit such pilots from the flying clubs directly; and

(d) what is the reaction of Government to this demand ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) and (b) Trainee pilots are recruited from the open market. The initial training for pilots is conducted by the flying clubs/Indira Gandhi Rashtriya Uran Akademi to prepare these pilots for basic Commercial Pilots Licences on different types of aircraft which are i sued by the Director General of Civil Aviation.

Trainee pilots, after selection by Indian Airlines, and exposed to rigorous training programmes covering technical, navigational and simulator-cum-flying training. At various stages of tra'ning by Indian Airlines, they are subjected to tests conducted by the Airlines as well as by the Director General of Civil Aviation to enable them to obtain endorsement/ratings of the fleet of Indian Airlines.

(c) No, Sir.

(d) Does not arise.

Profit of IA from Airbus

939. PROF. C. LAKSHMANNA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state i

(a) whether it is a fact that all profits of Indian Airlines were earned only from Airbu- services; as reported in the Times of India dated the 10th February, 1989;

(b) if so, what is the break up of profit and loss from the services of different aircrafts; and

(c) what steps are being taken to augment tht income from other services ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) No, Sir.

(b) The break-up of profit and loss from the services of different aircraf t during the year 1986-87 is as follows :—

(Rs. in crores)

Aircraft type		Profit/ Loss) over cash cost
Airbus A-300.	TOTAL	192.38
Boeing-737 .		107.90
Turbo-prop .		(5.18)
		295.10

Figures for 1987-88 are under comp tion.

(c) The loss on operation of Indian Airlines has been mainly on short-haul sectors and North Eastern sectors which have difficult-terrain areas. The following steps have been taken to improve the income from these services :—

(i) fares have been rationali"ed on short sectors on distance slabs upto 500 kms. so as to ensure better cost recovery;

(ii) wherver feasible, uneconomical turbo-prop routes are being replaced by Boeing 737 aircraft;

(iii) More direct links are being provided <to curtail the costs an^ increase passenger convenience-